



As local government agencies, transit providers, and business organizations whose communities lie along or serve the Interstate 405 corridor, we remain supportive of the I-405 Corridor Program. We join together to urge that the Washington State Legislature extend and establish authorizations so that the managed lane system on 405 can continue to provide benefits for moving people and goods and for motorists using both the High-Occupancy Toll lanes and general-purpose lanes in our region.

The continued and improved operation and authorization of 405 express toll lanes are needed to provide effective throughput for motor vehicles, transit users, freight haulers, and others on the corridor, and to ensure that there are reliable managed lanes for Sound Transit's voter-approved Bus Rapid Transit (BRT) system.

In the two-plus years that express toll lanes have been open and operating, the Washington State Department of Transportation's (WSDOT's) traffic data and analysis, as well as an independent analysis performed by the University of Minnesota, demonstrates the lanes are moving more vehicles through the 17-mile stretch between Bellevue and Lynnwood. We come together to express our support for the continued operation and authorization of the 405 toll lanes for the following reasons:

- This corridor serves the rapidly-growing cities on the east side of Lake Washington and is essential to the state's economy. We must look at innovative, efficient, and sustainable ways to move as much traffic through it as possible;

- Despite a surge in population and job growth and even with a significant increase in volumes, the 405 corridor is moving more vehicles than it did before the express toll lanes began operation. WSDOT data shows that even with nearly 170,000 new residents in the region, the lanes are moving anywhere from 4 percent to 20 percent more *vehicles* and anywhere from 5 percent to 30 percent more *people* than before;
- The presence of managed lanes on Interstate 405 is the only viable way to accommodate Bus Rapid Transit (BRT) services that voters expect will be delivered to our region by Sound Transit beginning in 2024. Absent these lanes, we cannot achieve high-capacity service and we cannot have “Rapid” Transit as is contemplated in the I-405 Master Plan, Connecting Washington, and the ST3 package;
- While the express toll lanes are not quite meeting a standard of moving vehicles at an average of 45 miles per hour (MPH) or more 90 percent of the time, they are very close to doing so and performing significantly better than the previous HOV 2+ lanes. Three of the four measured segments on 405 are exceeding the standard, and overall counts indicate an average of 45+ MPH some 85 percent of the time – and growing;
- The 405 express toll lanes are providing more throughput with three general-purpose lanes and two express-toll lanes than comparable stretches of Interstate 5 that utilize four general-purpose lanes and one High-Occupancy-Vehicle (HOV) lane. WSDOT traffic modeling shows the 5-lane segment at 405 northbound near 85th street moves 8,950 vehicles an hour during PM peak hours, compared to 6,100 vehicles on a comparable 5-lane stretch of I-5 at 145th Street. That’s 31 percent more throughput on the 405 stretch;
- Similarly, the same stretch of I-405 carries over 12,550 people per hour, compared to 9,150 on I-5. That is 37 percent more person throughput on I-405;
- I-405 is carrying more vehicles per lane, both in the ETLs and general purpose lanes, than I-5. For example, at the same location as noted above, there are over 1,700 vehicles per hour per I-405 general purpose lane vs. 1,200 on I-5. The I-405 ETLs average 1,875 vehicles per hour vs. 1,300 on I-5;
- Overall, I-405 ETLs are carrying more people per lane than the adjacent general purpose lanes (2,775 vs. 2,333) and more vehicles per lane (1,875 vs. 1,733) during periods of peak demand. The I-405 ETLs are providing faster, more efficient trips as the region experiences unprecedented growth;
- Transit, carpools, and vanpools are saving time and enhancing their reliability with the express toll lanes. King County METRO is saving six to 10 minutes on three of its 405 corridor routes in the afternoon, while Community Transit of Snohomish County is seeing a 7.5 percent improvement in its 405 northbound travel times.

We recognize that more work is needed to resolve operational issues with the express toll lanes, particularly in the north-end segments of the lanes, such as adding a second express toll lane in both directions through the 405/522 interchange and north to SR 527. We would like to see improvements on these segments, as soon as practicable, to address this challenge. Fortunately, with revenue on the 405 toll lanes exceeding projections, we have important seed funding in place to begin this work.

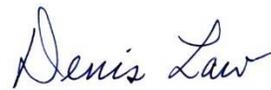
It is our belief that continued operation and authorization of the 405 express toll lanes offer the best opportunity for us to provide effective throughput for motor vehicles, transit users, freight haulers, and others who depend on the connections provided by this corridor spanning Tukwila,

Renton, Bellevue, Kirkland, Bothell, and Lynnwood. That means we must have a fully operational corridor with new lane capacity between Renton and Bellevue, the north-end improvements described above, and authorized high-capacity, managed lanes to serve the BRT system being rolled out by Sound Transit.

We look forward to working with legislative leaders and the Washington State Department of Transportation on these efforts, and respectfully ask that 405 express toll lane authorizations move forward so that our region can as well.



Amy Walen
Mayor of Kirkland



Denis Law
Mayor of Renton



John Chelminiak
Mayor of Bellevue



Dave Somers
Snohomish County Executive



Dow Constantine
King County Executive



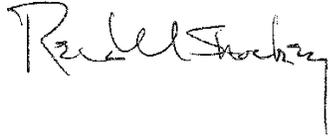
Emmett Heath
CEO of Community Transit



Rob Gannon
General Manager of King County METRO



Peter Rogoff
CEO of Sound Transit

A handwritten signature in black ink that reads "Reid Shockey". The signature is written in a cursive style with a large initial 'R' and a long, vertical tail on the 'y'.

Reid Shockey

Snohomish County Committee for Improved Transportation

A handwritten signature in blue ink that reads "Justin Leighton". The signature is written in a cursive style with a large initial 'J' and a long, horizontal tail on the 'n'.

Justin Leighton

Executive Director, Washington State Transit Association